

Department of Public Safety and Corrections  
Public Safety Services  
Louisiana Highway Safety Commission  
(LHSC)

Strategic Plan  
FY 2006 -2010



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Executive Director

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- Vision Statement: Establish Louisiana as a recognized leader in traffic safety in the United States.
- Mission Statement: The Louisiana Highway Safety Commission is committed to developing and implementing comprehensive strategies aimed at saving lives and preventing injuries on our highways.
- Philosophy: Traffic safety is interwoven through all aspects of Louisiana life. The very life blood of business and industry is dependent in part upon efficient and economical delivery of goods and services. Traffic crashes, injuries, and death extract a terrible human toll on Louisiana families, as well as robs society of its most precious asset; people. It is our philosophy that traffic crashes are preventable and thus unnecessary. Based on informed decision making and enacting appropriate legislation, combined with developing appropriate countermeasures, the Louisiana Highway Safety Commission is committed to providing for a safer traffic environment.
- Goal: Create countermeasures and facilitate implementation of programs which will contribute to reducing deaths and injuries on Louisiana streets, roads, and highways.

**Louisiana Vision 2020 Link:**

Goal 3: To have a standard of living among the top 10 states in America and safe and healthy communities where rich natural and cultural assets continue to make Louisiana a unique place in which to live, work, visit, and do business. Objective 3.3 To have safe homes, schools, streets throughout the state.

**Children's Budget Link:**

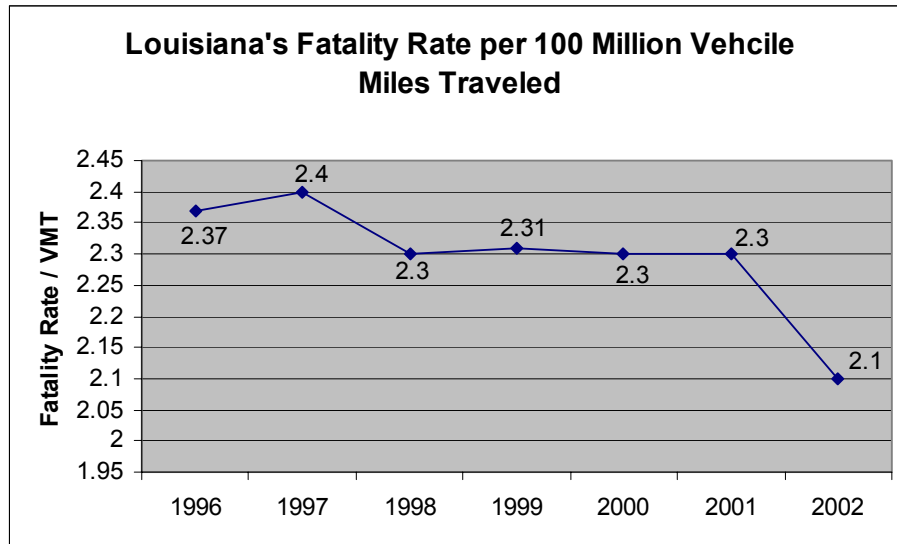
Not Applicable

**Human Resources Policies Beneficial to Women and Families Link:**

Public Safety Services and LHSC grants flexible work schedules to accommodate employees with child care or other family issues. The department has an Employee Assistance Program which provides information and guidance for employees and/or family members. In accordance with federal law, the department supports the Family and Medical Leave Law and upholds practices within those guidelines, supporting employees and families.

## Objective 1

Reduce the fatality rate on Louisiana streets, roads and highways from 2.1 in 2002 to 1.0 per 100 Million vehicle miles traveled by the end of Fiscal Year 2010.



- 1.1 Strategy: Administer traffic safety programs focusing on human behavior from a pre-crash, crash, and post-crash standpoint.

### Action Plan:

- 1.1.1 Establish Safe Communities programs with parishes where needed. (2006-2010)
- 1.1.3 Fund law enforcement overtime to focus on traffic safety issues. (2006-2010)
- 1.1.4 Establish statewide and community public information campaigns to increase traffic safety awareness among Louisiana citizens. (2006-2010)

## Objective 1. Performance Indicators

### Input Indicators:

Number of traffic safety projects awarded

### Outcome Indicators:

Reduction in traffic fatalities per 100 million vehicle miles traveled

## **Objective 2**

Continue to conduct at least two traffic safety awareness conferences each fiscal year through fiscal year 2010.

- 2.1 Strategy: To participate in and support national traffic safety public information/ education initiatives.

Action Plans:

- 2.1.1 Conduct interviews, issue press releases, and conduct traffic safety conferences etc. as appropriate. (2006 - 2010)

- 2.2 Strategy: To promote, inform, and network highway safety activities with individuals and organizations statewide.

Action Plans:

- 2.2.1 Partner with Louisiana media associations for networking of safety information dissemination. (2006 - 2010)

- 2.3 Strategy: To continue to work with the Louisiana Legislature.

Action Plans:

- 2.3.1 Provide testimony upon request to legislative hearings.

## **Objective 2 Performance Indicators**

### Outputs Indicators:

Number of traffic safety advocates contacted

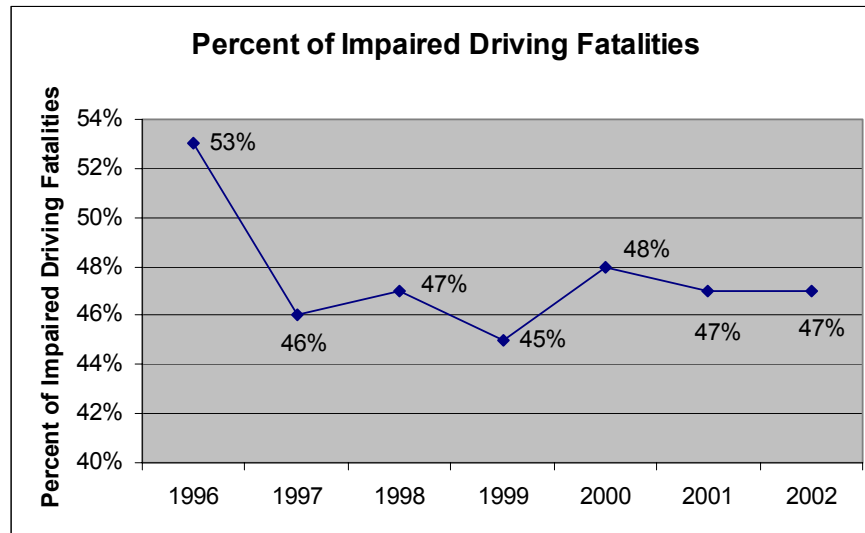
Number of conferences conducted

### Outcome Indicators:

Reduction in traffic fatalities per 100 million vehicle miles traveled

### Objective 3

Reduce the percent of impaired driving traffic fatalities in Louisiana from 47 % in 2002 to 38% by year 2010.



- 3.1 Strategy: Identify, fund, and assist in the implementation of impaired driving prevention programs. Provide technical assistance to agencies and organizations regarding impaired driving programs and issues.

Action Plan:

- 3.1.1 Administer a statewide impaired driving prevention public information campaign involving representatives from government, medical community, educators, business and industry, students, victims and citizens alike. (2006-2010)
- 3.1.2 Administer high profile, DWI Enforcement programs involving local police, Sheriff's Departments and State Police. (2006 - 2010)
- 3.1.3 Develop new, and strengthen existing, impaired driving prevention networks and associations. (2006 - 2010)
- 3.1.4 Administer impaired driving intervention programs targeting repeat offenders. (2006 - 2010)
- 3.1.5 Partner with State Agencies and other organizations to develop and implement impaired driving prevention programs focused on youth. (2006 - 2010)

### Objective 3. Performance Indicators

#### Input Indicators:

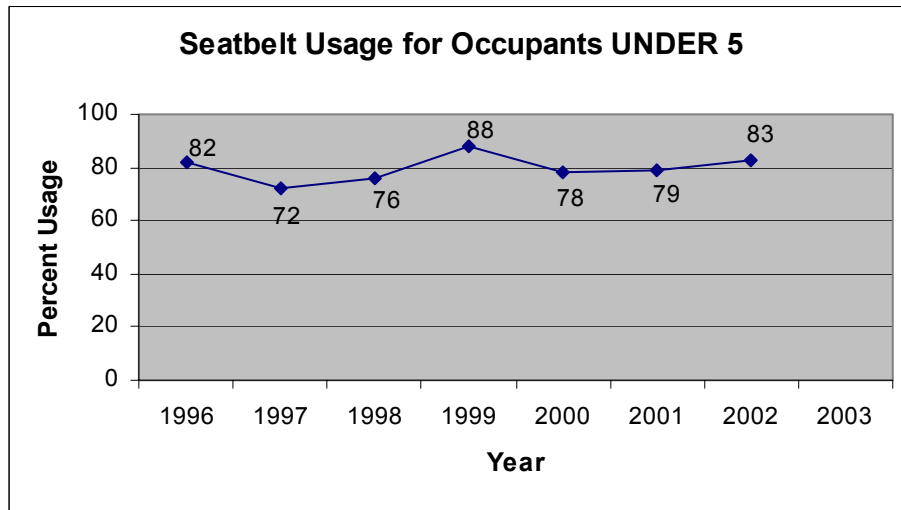
Number of projects with a DWI component

#### Outcome Indicators:

Reduction in percent of alcohol involved traffic fatalities

#### Objective 4

Increase statewide safety belt usage for vehicle occupants age 5 and under from 83% in 2002 to 90% by the end of FY 2010.



- 4.1 Strategy: Provide grants and technical assistance to local, parish, and state agencies, as well as private organizations to conduct occupant protection programs.

##### Action Plan:

- 4.1.1 Administer occupant protection and child restraint usage surveys. (2006 - 2010)
- 4.1.2 Administer safety belt and child passenger restraint public information programs (2006 - 2010)
- 4.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations. (2006 - 2010)
- 4.1.4 Administer local, parish, and state police occupant protection enforcement programs. (2006 - 2010)
- 4.1.5 Provide occupant protection technical assistance to local, parish, and state agencies and organizations. (2006 - 2010)

#### Objective 4. Performance Indicators

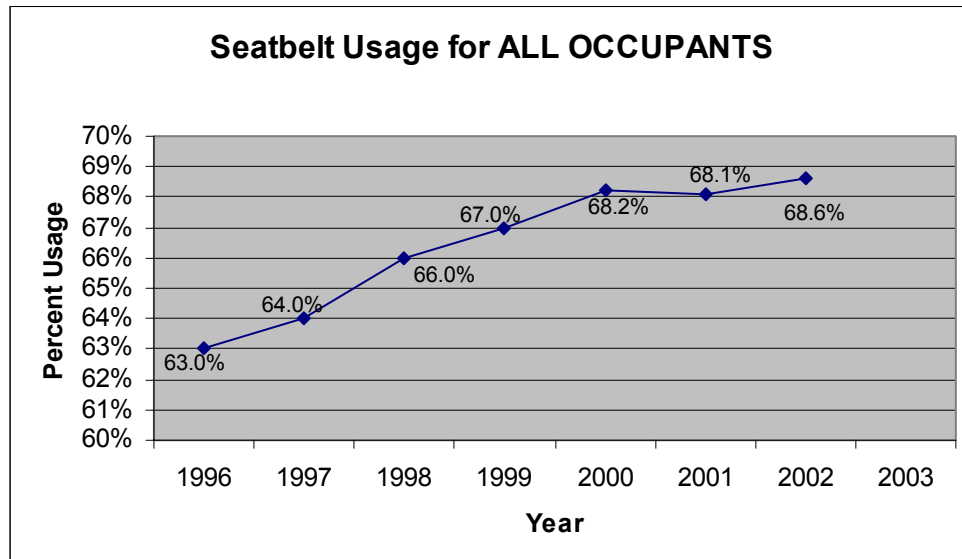
##### Outcome Indicators:

Increase in child safety belt usage statewide



## Objective 5

Increase safety belt usage for all vehicle occupants from 68.6% in 2002 to 85% by the end of FY 2010.



- 5.1 Strategy: Provide grants and technical assistance to local, parish, and state agencies, as well as organizations to conduct occupant protection programs.

### Action Plan:

- 5.1.1 Administer occupant protection usage surveys. (2006 - 2010)
- 5.1.2 Administer safety belt public information programs (2006 - 2010)
- 5.1.3 Develop and implement safety belt public information programs targeting pickup truck drivers, youth, and minority populations. (2006 - 2010)
- 5.1.4 Administer local, parish, and state police occupant protection enforcement programs. (2006 - 2010)
- 5.1.5 Provide occupant protection technical assistance to local, parish, state agencies and organizations. (2006 - 2010)

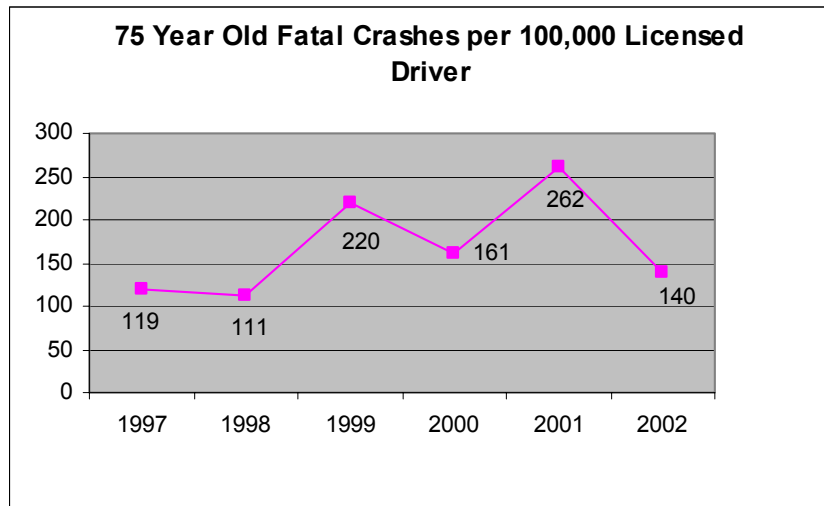
## Objective 5. Performance Indicators

### Outcome Indicators:

Increase in safety belt usage statewide.

## Objective 6

Reduce the fatal crash rate among drivers ages 75 and older from 140 in 2002 to 133 per 100,000 licensed driver population by the end of fiscal year 2010.



- 6.1 Strategy: Seek adoption of administrative procedures regarding driver license testing for individuals age 75 and over.

### Action Plan:

- 6.1.1 Conduct research regarding driver testing procedures in use in states having lower rates for similar age groups. (2006-2010)
- 6.1.2 Develop model policy and procedure regarding driver testing and retesting for individuals age 75 and older. (2007 - 2010)
- 6.1.3 Conduct study to identify specific causation factors in crashes involving individuals age 75 and older. (2006)
- 6.1.4 Partner with American Association of Retired Persons, Louisiana Safety Councils, Councils on Aging, and others to conduct traffic safety training for seniors. (2006-2010)

## Objective 6 Performance Indicators

### Output Indicators:

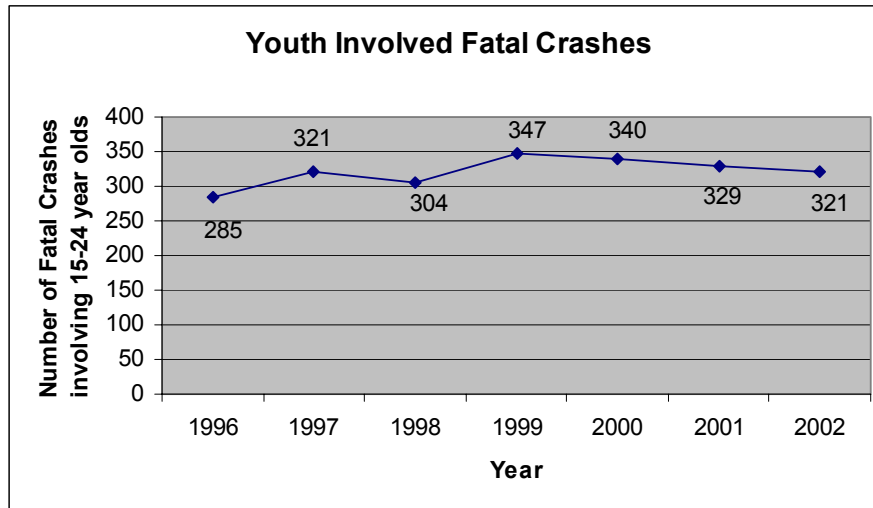
Number of safety presentations given to senior organizations

### Outcome Indicators:

Reduction in the fatal and injury crash rate among drivers ages 75 and older

## Objective 7

Reduce the number of fatal crashes among drivers age 15-24 from 321 in 2002 to 305 by the fiscal year end 2010.



- 7.1 Strategy: Seek adoption of additional and more restrictive Graduated Licensing Laws for individuals 15- 21.

### Action Plan:

- 7.1.1 Conduct research regarding driver testing procedures and Graduated Licensing Laws in use in states having lower rates for similar age groups. (2006-2008)
- 7.1.2 Develop model policy and procedure regarding driver testing for individuals age 15-24 (2008 - 2010)
- 7.1.3 Conduct study to identify specific causation factors in crashes involving drivers age 15-24. (2006)

## Objective 7 Performance Indicators

### Output Indicators:

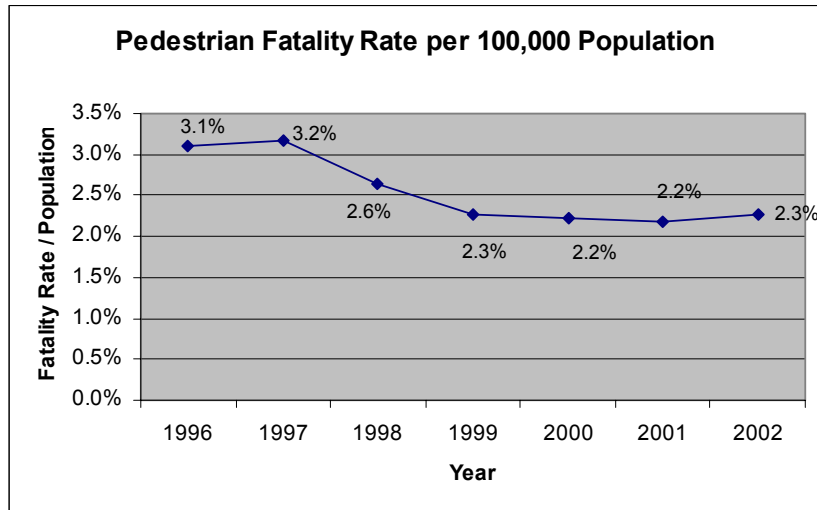
Number of safety presentations given to youth organizations

### Outcome Indicators:

Reduction in the fatal and injury crash rate among drivers ages 15-24

## Objective 8

Reduce the pedestrian fatality rate from 2.3% in 2002 to 1.8% per 100,000 population by fiscal year 2010.



8.1 Strategy: Promote pedestrian safety in preschool programs.

Action Plan:

8.1.1 Distribute nationally developed preschool pedestrian safety materials and programs to preschools and grade schools located in metropolitan areas and support use of programs. (2006-2010)

8.1.2 Monitor outcomes in metropolitan areas. (2006 – 2010)

8.2 Strategy: Identify measures to protect pedestrians from vehicular traffic in identified metropolitan areas.

Action Plan:

8.2.1 Research best methods to protect pedestrians from vehicular traffic in identified metropolitan areas. (2006)

8.2.2 Provide recommendations to government leaders.(2007-2010)

Objective 8. Performance Indicators

Input Indicators:

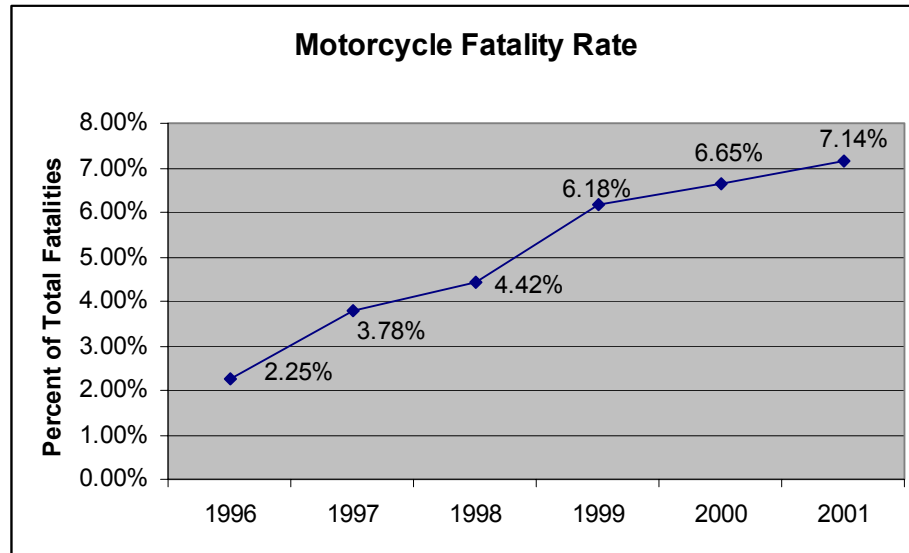
Number of studies funded to identify pedestrian safety problems and solutions.

Outcome Indicators:

Reduction in pedestrian death rate

## Objective 9

Reduce the motorcycle fatality rate from 7.14% in 2002 to 4.0% by fiscal year 2010.



- 9.1 Strategy: Work with established motorcycle educating training programs to develop a program for new riders.

Action Plan:

- 9.1.1 Support mandatory motorcycle operator training courses as a requirement for the State to issue a motorcycle endorsement. (2006 - 2010)
- 9.1.2 Support enforcement of motorcycle safety laws. (2006 - 2010)

## Objective 9. Performance Indicators

### Input Indicators:

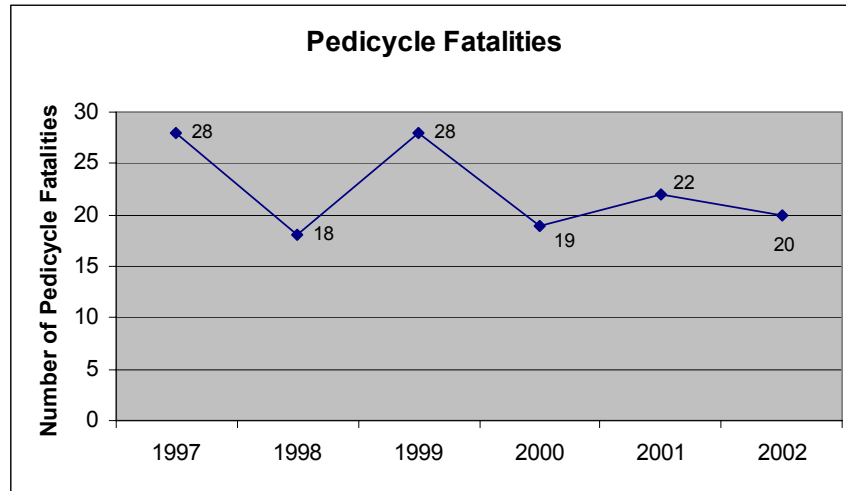
Number of education courses conducted

### Outcome Indicators:

Reduction in motorcycle fatality rate

## Objective 10

Reduce the pedicycle fatalities from 20 in 2002 to 14 by the end of fiscal year 2010.



10.1 Strategy: Work with established pedicycle education programs.

Action Plan:

10.1.1 Support bicycle instructor training courses.(2007 - 2010)

10.1.2 Support existing and new developments led by the Louisiana DOTD.  
(2006-2010)

Objective 10. Performance Indicators

Input Indicators:

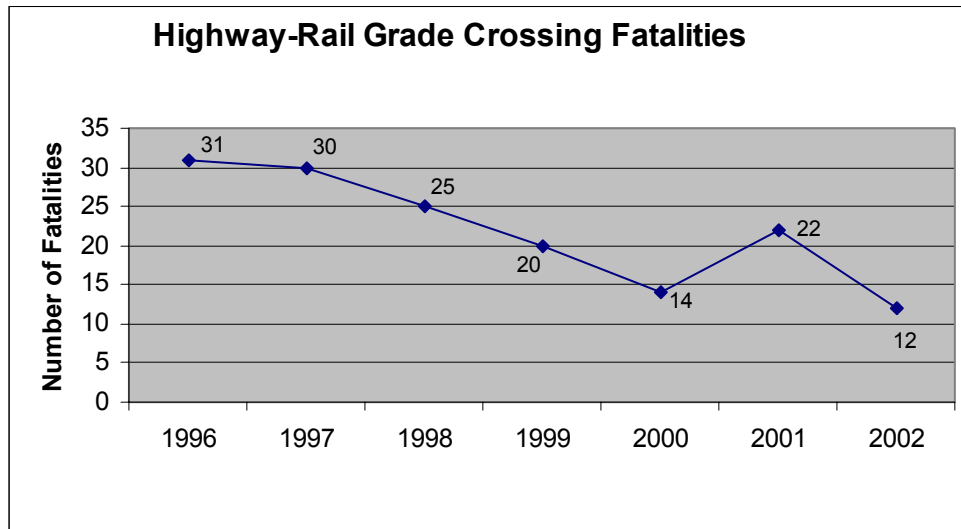
Number of education courses conducted

Outcome Indicators:

Reduction in pedicycle fatality rate

**Objective 11**

Reduce the highway-rail grade crossing fatalities from 12 in 2002 to 6 by the end of fiscal year 2010.



- 11.1 Strategy: Support recommendations of the Rail Grade Crossing Traffic Crash Task Force.

Action Plan:

- 11.1.1 Encourage consolidation of rail grade crossings. (2006 - 2010)
- 11.1.2 Support Louisiana Operation Lifesaver programs. (2006-2010)
- 11.1.3 Include rail grade crossing safety in driver licensing educational materials and testing requirements. (2006-2010).
- 11.1.4 Initiate Operation Lifesaver public information blitz in the ten parishes having the highest number of rail grade crossing crashes. (2006-2010)
- 11.1.5 Conduct competitive high school speech contest regarding rail/traffic safety. (2006-2010)
- 11.1.6 Produce Louisiana Operation Lifesaver Newsletter. (2006-2010)
- 11.1.7 Support rail grade crossing safety training for law enforcement personnel.

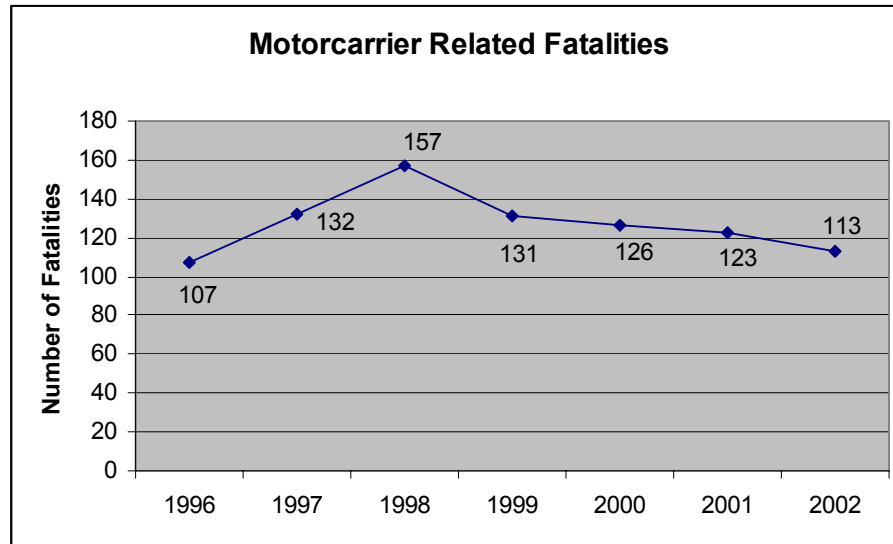
Objective 11. Performance Indicators

Outcome Indicators:

Reduction of rail grade crossing traffic crashes

## Objective 12

Reduce the number of Motorcarrier Crashes (FARS Data) from 113 in 2002 to 107 by the end of fiscal year 2010.



12.1 Strategy: Identify measures to reduce motorcarrier crashes.

Action Plans:

12.1.1 Support efforts to provide motorcarrier safety countermeasures.

Objective 12 Performance Indicators

Outcome Indicators:

Reduction in fatal motorcarrier crashes



### **Objective 13**

Increase the number of electronically reported crash reports from approximately 10% of all reports in 2002 to 90% by the end of fiscal year 2010.

- 13.1 Strategy: To assist in the collection and submission of accurate traffic crash data to FARS and LSU.

**Action Plans:**

- 13.1.1 Collect and review for completeness fatal crash reports from state, parish and local police.
- 13.1.2 Request death certificates from the Bureau of Vital Statistics and parish coroners to identify missing fatal crash reports data.
- 13.1.3 Conduct quarterly Traffic Records Committee Meetings

- 13.2 Strategy: Provide access to the traffic crash database.

**Action Plans:**

- 13.2.1 Provide on-line access to traffic crash data to government officials and the general public.
- 13.2.2 Assist local, parish, state, and federal agencies by conducting data queries as requested. (2006-2010)

### **Objective 13. Performance Indicators**

Input Indicators:

Number of law enforcement agencies submitting traffic crash data electronically

Output Indicators:

Number of complete fatal crash reports entered into FARS system

Outcome Indicators:

Reduction in time lapse between law enforcement electronic submission and LHSC reporting.

### **Principal Clients, Users and Beneficiaries:**

CFR Title 23 Part 1250 establishes funding criteria regarding political subdivisions of the State. Thus, at least 40 percent of Louisiana Highway Safety Commission (LHSC) clients are local or parish governments. State government agencies, safety organizations, traffic safety professionals, universities, researchers, students, business and industry, and the public comprise the greatest amount of clientele. These clients and citizens of the State benefit from the sharing of traffic safety expertise; efficient transportation of people, goods and services; funding of local improvement projects; and improvements in the safety environment on Louisiana's streets, roads and highways through crash reduction countermeasures and congestion mitigation.

### **Statutory Requirements:**

The Governor is responsible for the administration of the Highway Safety Grant Program. This program is directed by the United States Department of Transportation through the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). It is a formula grant program in which federal funds are provided to states based on their populations and road miles.

The following is a list of the statutory and other authority:

23 U.S.C. 401 et Seq. -- Highway Safety Act of 1966, as amended;

49 CFR-Part 18 -- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;

23 CFR - Chapter II -- NHTSA and FHWA Procedures and General Provisions for State Highway Safety Programs;

NHTSA Order 462-6C -- Matching Rates for State and Community Highway Safety Programs, November 30, 1993; and

Louisiana R.S. 48:1351- 1357, Act 275 of 1968.

In addition to this, LHSC operations are subject to the guidelines and policies established by other agencies. The Louisiana Division of Administration provides policies pertaining to the LHSC's purchasing, contracting, and traveling procedures, while the Department of Civil Service provides policies pertaining to the LHSC's personnel procedures. The LHSC is also subject to the policies in the Department of Public Safety and Corrections' Policy and Procedure Manual.

LHSC administers the state's Highway Safety Grant Program. This program is designed to reduce traffic crashes and resulting deaths, injuries, and property damage. Programs

and projects are administered in accordance with guidelines promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). NHTSA and FHWA have identified nine National Priority Program Areas (NPPA): Impaired Driving, Occupant Protection, Speed, Traffic Records, Emergency Services, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway Safety. Projects implemented by LHSC are limited to priority program areas based on severity of the crash, over representation, and the magnitude of the problem. LHSC's Highway Safety Program seeks to develop projects which reduce traffic crashes, deaths, and injuries by focusing on enforcement, public information, education, and legislation.

The NHTSA Fatal Analysis Reporting System (FARS) Section contracts with LHSC annually to receive specific data elements of all fatal crashes that occur on Louisiana roadways. All data are entered and transmitted to a mainframe computer in Washington, D.C. FARS compiles the data from all sites and develops a report from national statistics. The data are used to design safety projects to reduce fatalities, injuries, and economic losses from traffic crashes.

The LHSC maintains the crash file for the State of Louisiana. Copies of Uniform Motor Vehicle Traffic Crash Reports prepared by law enforcement agencies are sent to LHSC, and then forwarded to LSU for input and analysis. Electronic transfer of some crash reports are submitted directly to LSU. In addition, LHSC administers the records for the Motor Carrier Safety Crash Program. This program requires that all crashes involving commercial motor carriers be reviewed and additional data elements captured. This information, concerning large truck and bus safety, is of vital concern to the public, industry, and government.

### **Duplication of Effort:**

LHSC is an agency within Department of Public Safety & Corrections (DPS&C). Although the LHSC is administratively responsible to the DPS&C, the LHSC is a separate budget unit. The Executive Director of the LHSC is the Governor's Representative for Highway Safety. The Executive Director is appointed by the Governor and reports to the Governor on policy matters. Programmatically, LHSC reports to the Deputy Secretary of Public Safety Services who reviews and approves each agency budget and programs. The budget and program review process provides assurance to the State that duplication is avoided.

A Commission of 21 members is responsible for providing the traffic safety program with policy direction and authorizing major highway safety actions to be implemented in Louisiana by LHSC staff. This Commission is titled the Louisiana Highway Safety Commission. The agency which provides staff to the board is also known as the Louisiana Highway Safety Commission.

## **Overview:**

Goals are established and strategies developed by the LHSC staff through a problem identification process. Problem identification involves the study of relationships between crashes and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be classified into subgroups according to age, sex, and other attributes. Vehicles can be divided into subgroups according to year, make, body style, and such. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Crashes can be further analyzed in terms of time, day, and month; primary collision factors; and use of safety equipment.

The isolation and identification of contributing factors is a great advantage in planning and developing strategies. When contributing factors are identified and corrected, the crash experience of the subgroup can be improved, and traffic crash fatalities and injuries will be reduced.

## **Description of Program Evaluations Used in Strategic Plan Development:**

Recommendations obtained from the Governor's DWI Task Force; Rail Grade Crossing Traffic Crash Task Force; U.S. Department of Transportation Strategic Plan; Atchafalaya Speed Study; Louisiana's Safety Management System Plan; National Highway Traffic Safety Administration, Traffic Records and Police Traffic Services program assessment were used in part to develop objectives and strategies.

In addition, the National Highway Traffic Safety Administration conducts program and fiscal audits periodically. These audits are utilized to assist the LHSC staff, stakeholders, and planning team in determining goals, objectives, and strategies for accomplishing both state and National goals.

## **External Factors Affecting Agency Goals and Objectives:**

The number of crashes and crash rates result from risk due to exposure. Exposure is based on travel demand and the number and length of trips. Variations in travel demand are caused mainly by changes in the level of economic activity; however, there can be no doubt that the automobile will continue to be the dominant mode of personal transportation. Predictions during the seventies of the imminent death of the automobile have given way to a new optimism because of the flexibility of the basic concept and the robustness of automotive technology. Therefore, levels of travel demand, and thereby the number of personal trips will probably remain unchanged.

External factors affecting the traffic safety environment fall into several categories explained below:

**Demographics:** Population Growth: The U.S. population is predicted to grow by 21 percent by the year 2020. More traffic crashes with expected higher injury and death rates are expected if effective traffic safety programs are not put in place.

**Seniors:** Individuals over the age of 65 are the fastest-growing group in the United States. It is projected that by the year 2020 they will make up 21 percent of the population. This group has acquired lifestyles and travel habits in which the automobile plays a central role. Traditionally, the elderly have lower trip rates due to the absence of work trips and higher crash rates per vehicle mile traveled. This demographic shift will impact the fatal crash rate.

**Younger Drivers:** It is predicted the population of younger drivers in the 15-24 age group will increase by 19% by the year 2020. Currently, younger drivers are over-represented in traffic crashes. Unless effective strategies are implemented, this trend will become more severe.

**Congestion:** It is estimated there will be 280 million registered vehicles in the US by 2020 operating on our transportation infrastructure. Congestion reduces our nation's productivity and promotes aggressive driver behavior. We could witness an unprecedented increase in unsafe driving behaviors, as well as become less competitive in the global economy.

**Women in the Workforce:** Traditionally traffic safety programs targeted the general population with an emphasis on the high risk male driver. The number of women in the workplace has nearly doubled since 1960. Traditionally, women have been safe drivers. However, as they continue to be assimilated into the workforce, their crash experience is similar to that of the overall population due to increased exposure. New strategies are needed to address these evolving issues.

**Economy:** Economic Growth: Increased economic growth and expansion are expected to continue well into the future. As a result, highway travel is expected to increase as well, thus creating increased crash exposure. Further, international transportation interests operating across our borders are expected to increase as well.

**Government:** Role of the Federal Government: The federal government indicates significant changes will occur in the way the federal government interacts with state and local governments and individuals.

**Cities and Towns:** Inherent in informed decision making is obtaining timely and accurate information. Traffic crash information is provided by Louisiana local law enforcement agencies. The State is entirely dependent upon state and local governments to provide accurate crash data in a timely manner. Regulatory powers of the State are absent penalties for non-cooperation.

**Performance Measure Validity, Reliability, etc:**

LHSC utilizes performance measures established by the National Highway Traffic Safety Administration (NHTSA) in their traffic safety grant program. NHTSA issues guidelines for performance measures that apply to all fifty states. These measures are outcome based. Validity and reliability are assured as these measures are used by state governments and the federal government to allocate federal funds. They have been in use by NHTSA since the early 1960's and more recently by the states.

LHSC management utilizes these indicators to measure traffic safety program performance, monitor progress, make program changes as necessary, and conduct evaluations. Funding of the Governor's Highway Safety Program is based on these indicators.

**Participants**

The Louisiana Highway Safety Commission staff is in contact throughout the year with numerous stakeholder agencies and organizations in the state. They participate in meetings and serve on committees with these organizations. In this way, the LHSC is able to integrate its program with groups that have similar goals and objectives. These Stakeholder meetings afford the Louisiana Highway Safety Commission (LHSC) and our stakeholders the opportunity to discuss common problems and develop strategies/countermeasures based on current data and research for possible inclusion in the Louisiana Highway Safety Plan (HSP) and/or the plans of our stakeholders. As a result effective plans are developed that complement each other, eliminate duplication of programs, and overall provide for the efficient use of limited local, state, federal and private dollars.

Note: Not listed are stakeholder meetings that develop as a result of the primary meetings. These meetings focus on a particular issue and provide additional input from experts, specialists, participants, such as the Responsible Hospitality Panel has secondary meetings by members of the hospitality industry.

**Issue/Program Area: Louisiana Passenger Safety Task Force/*Occupant Protection***

New Orleans Charity Hospital (chair)  
BR Women's Hospital  
BR General Hospital  
Louisiana Safe Kids/OPH

Louisiana Highway Safety Commission  
Safe Communities  
Safety Councils  
State, Parish, & Local Law Enforcement

**Issue/Program Area: 3<sup>rd</sup> Statewide Alcohol Forum on B&BAC Alcohol Reporting & Testing/*Alcohol/Traffic Records***

Alcohol Consultant (facilitator)	LSP Troops
LHSC	LSP Intox. Program
MADD (LA & TX)	DRE/SFST Instructors
Coroners Association	Key Law Enforcement
NHTSA Washington & Region	RID
OMV	South Central Louisiana Safe Community
All Crime Labs	SELA
Hospitals	State Risk Management
Legislature	

**Issue/Program Area: Alcohol Assessment/*Alcohol***

LHSC	TARGETs Consultant
MADD	LSP Applied Technology Section
SADD	(Intox./SFST/DRE Program)
State ABC	LSP Crime Lab (Blood Test)
Attorney General's Office	Coroners Association
Alliance to Prevent Underage Drinking	Traffic Court Judge
Key Law Enforcement	DA
LSU Campus Community Coalition for Change	DWI Task Force Chairman
DHH/OAD	Campus Restaurant/Bar Owner
OMV	Administrative License Hearing Office
LHSC Law Enforcement Liaisons	La. Legislator
	Partners in Prevention

**Issue/Program Area: Southeast Louisiana Task Force (SELA)/*Alcohol***

Remove Intoxicated Drivers (RID) (chair)	Traffic Court Judge
New Orleans Charity Hospital (co-chair)	District Attorney's Office
Kenner Police Department (co-chair)	Safe Kids/OPH
LSP Troop B	CAIRE
All Area Parish & Local Law Enforcement	AAA
Louisiana Highway Safety Commission	MADD

**Issue/Program Area: Responsible Hospitality/*Alcohol***

State Attorney General (chair)	Baton Rouge ABC
State Alcohol Beverage & Tobacco Control	Baton Rouge Police Department & JUDE
Louisiana Highway Safety Commission	Task Force
Mockler Beverage (largest alcohol distributor)	EBR Homeowners Association
State Restaurant Association (and lobbyist))	Baton Rouge Safety Council
Baton Rouge Mayor's Office	Regional Can Do Program
	Our Lady of the Lake Hospital

Hospitality Industry Leaders (1  
Restaurant/Bar, 2 Bars)  
Dept. of Education EBR I CARE  
National Responsible Hospitality Industry  
Consultant

Louisiana State University Campus  
Community Coalition (Ph.D., Public  
Information Officer, & Student Assistant)  
Harvard University Evaluator

**Issue/Program Area: Louisiana State University Campus Community Coalition for  
Change/Alcohol (age 18-34)**

Louisiana State University (chair)  
LSU Administrators - Enforcement, Student  
Housing, Athletics, Student Affairs, Health  
Center  
LSU Student Organizations  
Mayors Office  
BRPD  
EBR SO

EBR ABC  
State ATC  
BR Alcohol & Drug Abuse Council  
BR Rape Crisis Center  
MADD  
State Alliance to Prevent Underage Drinking  
LHSC

**Issue/Program Area: LHSC Youth Advisory Council (YACS)/Youth/Alcohol/OP/Speed**

Louisiana Highway Safety Commission  
Youth Advisors (21)  
La. Department of Health, State & Regional  
La. Alliance to Prevent Underage Drinking

Louisiana MADD  
Louisiana SADD  
Louisiana Department of Education  
La. Safe & Drug Free Schools

**Issue/Program Area: La. Stakeholders Meetings/Youth/Alcohol/Drugs**

DOE  
Safe and Drug Free School Administrators  
Blue Cross Blue Shield  
Attorney General  
State Partners in Prevention  
Louisiana Highway Safety Commission  
LSU Campus Community Coalition for

Change  
Baton Rouge I CARE & School Board  
AG  
DHH/OAD  
EBR/Campus Apartment Association  
Our Lady of the Lake Hospital/Treatment  
Harvard University Evaluator

**Issue/Program Area: La. Partners In Prevention /Youth/Alcohol/Drugs**

DOE  
Safe and Drug Free School Administrators  
Blue Cross Blue Shield  
Attorney General  
State Partners in Prevention  
Louisiana Highway Safety Commission  
LSU Campus Community Coalition for

Change  
Baton Rouge I CARE & School Board  
DHH/OAD  
Our Lady of the Lake Hospital/Treatment  
Harvard University Evaluator



**Issue/Program Area: La. Alliance to Prevent Underage Drinking Board/*Youth/Alcohol***

La. Alliance to Prevent Underage Drinking (chair)	La. STARS (Student Organization)
Tangipahoa Alcohol & Drug Abuse Council	La. Department of Insurance
Attorney General	La. SADD
Department of Health & Hospitals	B.R. LSU Medical Center
MADD	Pride of St. Tammany
Louisiana Highway Safety Commission	Law Enforcement
N.O. Alcohol & Drug Abuse Council	LSU Students
LSU Medical Center Shreveport	LSU
Education Consultant	

**Issue/Program Area: State & Regional Incident Management/*Roadway Safety* (4 are in operation, plans are for 9)**

Louisiana State Police ( typically the chair)	DOTD
Local Police Departments	FHWA
Sheriff Offices	La. Highway Safety
Metropolitan Planning Office	Construction Companies (Work Zone Issues)
Regional Planning Office	Wrecker Companies
EMS	Hospitals
Fire Department	University
Office of Emergency Preparedness	State Risk Manager

**Issue/Program Area: Safety Management System (SMS)/*Roadway Safety***

SMS Consultant (chair)	LSP
LHSC	MADD
DOTD	Safe Communities
FHWA	LHSC Project Directors (as appropriate)

**Issue/Program Area: DOTD Hazard Elimination Program Meeting/*Roadway Safety***

DOTD	FHWA
LHSC	
LSP	

**Issue/Program Area: Operation Lifesaver Task Force/*Railroad Safety***

Operation Lifesaver (chair)	FHWA
DOTD	State Police
Louisiana Highway Safety Commission	State Risk Management
All Major Railroads	

**Issue/Program Area: South La. Regional Safe Community/*Safe Communities***

State Police Troop C (chair)	Fire Departments
Lafourche SO	Terrebonne General Hospital
DHH	Lady of the Sea Hospital
Metropolitan Planning Office	EMS
Regional Planning Office	Houma Alcohol & Drug Abuse Council
Louisiana Highway Safety Commission	Terrebonne Alcohol & Drug Abuse Council
S.O. & P.D. from 6 Parishes	Area Legislators
FHWA	Mayors (10)
DOTD	Police Juries (6)
Nichols State University	School Boards
William Carey College	Driving School
Wrecker Companies	HTV News Talk Ten Media

**Issue/Program Area: Traffic Records Assessment (2)/*Traffic Records***

LHSC  
Key Law Enforcement  
DOTD

**Issue/Program Area: Traffic Records Committee/*Traffic Records***

Louisiana DPS Data Processing (chair)	Baton Rouge Police Dept.
Louisiana Highway Safety Commission	Jefferson SO
Louisiana State University	EBR SO
Office of Motor Vehicle	La. Supreme Court
State DOTD	EMS
FHWA	State Risk Management
La. State Police	Baton Rouge Safety Council
Jefferson Parish Courts, 1 <sup>st</sup> & 2 <sup>nd</sup>	

**Issue/Program Area: NO Faith Based & Enforcement Diversity Meeting/*Diversity/All Program Areas***

Louisiana Highway Safety Commission  
NHTSA RPM  
NHTSA Law Enforcement Liaison  
NO African American Faith Based Community Leaders (3)  
NOPD

**Issue/Program Area: Underage Drinking Diversity Forum/*Diversity/Alcohol***

La. Alliance to Prevent Underage Drinking (facilitator)	NHTSA RPM
National OJJDP, Bureau of Justice	MADD
	LHSC

DHH/OAD	Theta, Alpha Kappa Alpha, Sigma Gamma
Partners in Prevention	Roe)
SADD	Southern University Blacks Against
Law Enforcement	Destructive Decisions (BADD)
Juvenile Probation	LSU BR Campus Community Coalition for
Attorney General	Change
La. STARS (La. Alliance Youth Advisory	LSU Shreveport Community Policing
Board)	Faith Community
African American Sororities (Delta Sigma	

**Issue/Program Area: School Bus Transportation Meetings/*School Bus Safety***

DOE School Bus Transportation (3)  
 Parish School Bus Transportation Supervisors (8)  
 State School Bus Transportation Supervisors Association (1)  
 Louisiana Highway Safety Commission (1)

**Issue/Program Area: Motorcycle Safety/*Motorcycles***

LHSC  
 LSP  
 DOE Motorcycle Program  
 DOTD

**Issue/Program Area: La. Stakeholders Data Analysis Meeting(s) (note: currently limited to State Crash Data Analysis which includes state DWI conviction/arrest data analysis)/*All Program Areas***

Louisiana State University Data Consultant (Analyst/Presenter)  
 Applied Technology Inc. OP Survey Consultant (Analyst/Presenter)  
 LHSC  
 LSP (to include Motor Carrier)  
 FHWA  
 DOTD  
 LHSC Commission Chair & Members (in lieu of one LHSC Commission Qtrly. Meeting)  
 NHTSA RPM  
 La. Risk Management  
 MADD  
 SADD  
 Alliance to Prevent Underage Drinking  
 Attorney Generals Office  
 LSU Campus Community Coalition for Change/EBR Hospitality Panel  
 La. Occupant Protection Task Force  
 La. Operation Lifesaver  
 DHH/OAD  
 DOE (motorcycle & school bus)

Safe Kids/OPH  
Safe Community Representatives  
ENCARE  
EMS  
Coroners Association  
Crime Lab Association  
SMS  
Think First  
CAIRE  
NO Diversity Traffic Safety Representative  
Year Long Law Enforcement Project Directors (current directors & future directors if known)

### **Data Resources**

The primary source of data for highway safety planning is the State of Louisiana Uniform Motor Vehicle Traffic Crash Report.

State law requires that a copy of the Uniform Motor Vehicle Traffic Crash Report be submitted within seven days to the Department of Public Safety each time a qualifying crash occurs. Traffic crash data forms the Louisiana Crash Summary File. The LHSC, through its agent, LSU, accesses the Crash Summary File housed in DBII. In addition to the Crash Summary File, the following sources of data also may be providing input to the planning process:

- The LHSC Annual Safety Belt Observational Survey
- The LHSC and project agency reports from the prior program year which provides information on the operation and success or failure of implemented programs.
- Data/information that has been collected through the Program Coordinator's contact with state/local agencies and that relates to all highway safety programs and resources that have been/are committed to highway safety.
- A summary of all resources that have been committed to support implementation of the previous year's HSP, including 402, state, and local (annual report).
- Statewide (state/local) traffic safety programs and resources as the Program Coordinators have been able to document them throughout the year.
- Program efficiency/input evaluation reports from other states and NHTSA, when available.

Additional resources are utilized to develop the annual Highway Safety Plan. The Louisiana Highway Safety Traffic Data Report and the Louisiana State Performance Budget Indicators ensure the goals, objectives, and performance measures are consistent throughout the reporting requirements of both Federal and State regulations. These documents are available upon request from the Louisiana Highway Safety Commission.

## **APPENDIX A**

### **Performance Indicator Documentation**

**Program:** Louisiana Highway Safety Commission

**Objective: 1** Reduce the fatality rate on Louisiana streets, roads and highways from 2.1 in 2002 to 1.0 per 100 Million vehicle miles traveled by the end of Fiscal Year 2010.

**Indicator Name:** Number of traffic safety projects awarded

**Indicator LaPAS PI Code:** 6747

1. **Type and Level:** Input; Supporting
2. **Rationale:** The number of grants awarded by the LHSC shows the level of attention given to the particular traffic safety issue and the level of interest among law enforcement, community groups, etc. that are interested in participating in the issues.
3. **Use:** The LHSC expects to provide similar number of contracts each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** “Grants” and “contracts” are synonymous and refer to the contractual agreement between the LHSC and the individual vendor.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add the number of grants awarded.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner

**Program:** Louisiana Highway Safety Commission

**Objective: 1** Reduce the fatality rate on Louisiana streets, roads and highways from 2.1 in 2002 to 1.0 per 100 Million vehicle miles traveled by the end of Fiscal Year 2010.

**Indicator Name:** Reduction in traffic fatalities per 100 million vehicle miles traveled

**Indicator LaPAS PI Code:** 2144

1. **Type and Level:** Outcome; Key
2. **Rationale:** The fatality rate for each state is based on vehicle miles traveled and the 1.0 goal is replicates the National Highway Traffic Safety Administration (NHTSA) goal. Fatality rate measures change with regards to exposure (VMT) for traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner to determine problem identification for future years.
4. **Clarity:** VMT – represents Vehicle Miles Traveled
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. DOTD may use similar rates and due to the NHTSA standardization the calculation is consistent. The specific calculation uses an estimate of vehicle miles traveled as it relates to fatalities.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** VMT is an estimate reported by La DOTD based on average daily traffic flow counts extrapolated to annual VMT in Louisiana.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Number of traffic safety advocates contacted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** The number of advocates contacted by the LHSC shows the level of attention given to the particular traffic safety issue and the level of interest among law enforcement, community groups, etc. that are interested in participating in the issues.
3. **Use:** The LHSC expects to contact similar number of advocates each Fiscal Year. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of advocates contacted.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner

**Program:** Louisiana Highway Safety Commission

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Number of conferences conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Measure of new/additional meetings conducted regarding traffic safety issues. Provides greater awareness and knowledge on the total traffic safety problems in Louisiana.
3. **Use:** The LHSC expects to provide similar number of conferences each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of conferences conducted
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Planner



**Program:** Louisiana Highway Safety Commission

**Objective: 2** Raise the level of awareness among Louisiana citizens regarding traffic safety issues.

**Indicator Name:** Reduction in traffic fatalities per 100 million vehicle miles traveled

**Indicator LaPAS PI Code:** 2144

**11. Type and Level:** Outcome; Key

**12. Rationale:** The fatality rate for each state is based on vehicle miles traveled and the 1.0 goal replicates the National Highway Traffic Safety Administration (NHTSA) goal. Fatality rate measures change with regards to exposure (VMT) for traffic fatalities.

**13. Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner to determine problem identification for future years.

**14. Clarity:** VMT – represents Vehicle Miles Traveled

**15. Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.

**16. Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.

**17. Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. DOTD may use similar rates and due to the NHTSA standardization the calculation is consistent. The specific calculation uses an estimate of vehicle miles traveled as it relates to fatalities.

**18. Scope:** Aggregated and can be assessed by region or demographic population.

**19. Caveats:** VMT is an estimate reported by La DOTD based on average daily traffic flow counts extrapolated to annual VMT in Louisiana.

**20. Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 3** Reduce the percent of impaired driving traffic fatalities in Louisiana from 47 % in 2002 to 38% by year 2010.

**Indicator Name:** Number of projects with a DWI component

**Indicator LaPAS PI Code:** 6750

1. **Type and Level:** Input; Supporting
2. **Rationale:** Establishes a base for resources allocated to combat impaired driving.
3. **Use:** The LHSC expects to provide similar number of impaired driving grants each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** “Grants” and “contracts” are synonymous and refer to the contractual agreement between the LHSC and the individual vendor.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add the number of grants awarded
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** Selected projects may not have a direct impact on impaired driving statistics; however, enforcement, public information and education are the avenues supported by NHTSA to combat impaired driving.
10. **Responsible Person:** LHSC Planner

**Program:** Louisiana Highway Safety Commission

**Objective: 3** Reduce the percent of impaired driving traffic fatalities in Louisiana from 47 % in 2002 to 38% by year 2010.

**Indicator Name:** Reduction in percent of alcohol involved traffic fatalities

**Indicator LaPAS PI Code:** 2150

1. **Type and Level:** Outcome; Key
2. **Rationale:** Statewide impaired driving traffic fatalities is a standard rate of comparison for NHTSA and is utilized by all states to compare annual rates of impaired driving.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Alcohol involved refers to traffic crashes where a law enforcement officer, medical personnel, or court personnel deem a crash as involving an alcohol substance.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by all states. The specific calculation uses an estimate of vehicle miles traveled as it relates to alcohol involved fatalities.
8. **Scope:** Disaggregated, can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data

**Program:** Louisiana Highway Safety Commission

**Objective: 4** Increase statewide safety belt usage for vehicle occupants age 5 and under from 83% in 2002 to 90% by the end of FY 2010.

**Indicator Name:** Increase in child safety belt usage statewide

**Indicator LaPAS PI Code:** 2161

1. **Type and Level:** Outcome; Key
2. **Rationale:** Statewide seatbelt usage is a standard rate of comparison for NHTSA and is utilized by all states to compare annual usage of seatbelts among vehicle occupants.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Safety belt is any restraint device on a motor vehicle.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** The LHSC contracts with researchers and analysts to implement a NHTSA approved methodology and report on findings.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregated, can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis approximately \$30,000.
10. **Responsible Person:** LHSC contractors

**Program:** Louisiana Highway Safety Commission

**Objective: 5** Increase safety belt usage for all vehicle occupants from 68.6% in 2002 to 85% by the end of FY 2010.

**Indicator Name:** Increase in safety belt usage statewide

**Indicator LaPAS PI Code:** 2160

1. **Type and Level:** Outcome; Key
2. **Rationale:** Statewide seatbelt usage is a standard rate of comparison for NHTSA and is utilized by all states to compare annual usage of seatbelts among vehicle occupants.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Safety belt is any restraint device on a motor vehicle.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** The LHSC contracts with researchers and analysts to implement a NHTSA approved methodology and report on findings.
7. **Calculation Methodology:** Established and approved by NHTSA, Section 153.
8. **Scope:** Aggregated, can be assessed by region or demographic population.
9. **Caveats:** Cost of statewide survey and analysis approximately \$50,000.
10. **Responsible Person:** LHSC contractors

**Program:** Louisiana Highway Safety Commission

**Objective: 6** Reduce the fatal crash rate among drivers ages 75 and older from 140 in 2002 to 133 per 100,000 licensed driver population by the end of fiscal year 2010.

**Indicator Name:** Number of safety presentations given to senior organizations

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Drivers age 75 and older are over-represented in traffic crashes.
3. **Use:** The LHSC expects to provide similar number of safety presentations each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:**
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators

**Program:** Louisiana Highway Safety Commission

**Objective: 6** Reduce the fatal crash rate among drivers ages 75 and older from 140 in 2002 to 133 per 100,000 licensed driver population by the end of fiscal year 2010.

**Indicator Name:** Reduction in the fatal and injury crash rate among drivers ages 75 and older

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Specific statistics quantifies involvement of drivers age 75 and older in traffic crashes.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatal and injury crashes for drivers ages 75 and older and compares it to the crash rates of all drivers.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 7** Reduce the number of fatal crashes among drivers age 15-24 from 321 in 2002 to 305 by the fiscal year end 2010.

**Indicator Name:** Number of safety presentations given to youth organizations

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Drivers age 15-24 are over-represented in traffic crashes.
3. **Use:** The LHSC expects to provide similar number of safety presentations each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of presentations given.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators



**Program:** Louisiana Highway Safety Commission

**Objective: 7** Reduce the number of fatal crashes among drivers age 15-24 from 321 in 2002 to 305 by the fiscal year end 2010.

**Indicator Name:** Reduction in the fatal and injury crash rate among drivers ages 15-24

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome ; Supporting
2. **Rationale:** Specific statistics quantifies involvement of drivers age 15-24 in traffic crashes.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatal and injury crashes for drivers ages 15-24 and compares it to the crash rates of all drivers.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data

**Program:** Louisiana Highway Safety Commission

**Objective: 8** Reduce the pedestrian fatality rate from 2.3% in 2002 to 1.8% per 100,000 population by fiscal year 2010.

**Indicator Name:** Number of studies funded to identify pedestrian safety problems and solutions.

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Establishes the quantity of LHSC involvement in pedestrian issues.
3. **Use:** It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of pedestrian crashes and compares it to the crash rates of all drivers.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data

**Program:** Louisiana Highway Safety Commission

**Objective: 8** Reduce the pedestrian fatality rate from 2.3% in 2002 to 1.8% per 100,000 population by fiscal year 2010.

**Indicator Name:** Reduction in pedestrian death rate

**Indicator LaPAS PI Code:** 6754

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of pedestrian fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving pedestrians compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 9** Reduce the motorcycle fatality rate from 7.14% in 2002 to 4.0% by fiscal year 2010.

**Indicator Name:** Number of education courses conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of high risk populations. Motorcycle fatalities continue to increase at a disproportionate rate.
3. **Use:** The LHSC expects to provide similar number of education courses each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of education courses provided
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators

**Program:** Louisiana Highway Safety Commission

**Objective: 9** Reduce the motorcycle fatality rate from 7.14% in 2002 to 4.0% by fiscal year 2010.

**Indicator Name:** Reduction in motorcycle fatality rate

**Indicator LaPAS PI Code:** 6755; however, previous indicator measured fatalities and new code will measure fatality rate

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** LHSC continues to support that an increase in education of new motorcycle riders and continued training for all riders will have a positive effect on the number of motorcycle crashes.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving motorcycle operators and passengers compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** Louisiana's lack of a motorcycle helmet law requiring all riders to use safety gear will continue to impede the reduction of motorcycle fatalities.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 10** Reduce the pedicycle fatalities from 20 in 2002 to 14 by the end of fiscal year 2010.

**Indicator Name:** Number of education courses conducted

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Public information and education is one avenue to reduce the involvement of persons involved in traffic related fatalities. Pedicycle fatalities in Louisiana continue to be one of the highest in the Nation.
3. **Use:** The LHSC expects to provide similar number of education courses each Fiscal Year depending of the Federal Funds available. It will be used as an internal management purpose only, but will assist in the assessment of the consistent efforts of the LHSC.
4. **Clarity:** None
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of education courses conducted.
8. **Scope:** Aggregated and can be assessed by region or demographic population.
9. **Caveats:** None
10. **Responsible Person:** LHSC Program Coordinators

**Program:** Louisiana Highway Safety Commission

**Objective: 10** Reduce the pedicycle fatalities from 20 in 2002 to 14 by the end of fiscal year 2010.

**Indicator Name:** Reduction in pedicycle fatality rate

**Indicator LaPAS PI Code:** 6758; however, previous indicator measured crashes and new code will measure fatality rate

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of pedicycle fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Pedicycle is more commonly referred to as bicycle, but includes one wheel and three wheel modes of transportation.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving pedicycles and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data

**Program:** Louisiana Highway Safety Commission

**Objective: 11** Reduce the highway-rail grade crossing fatalities from 12 in 2002 to 6 by the end of fiscal year 2010.

**Indicator Name:** Reduction of rail grade crossing traffic crashes

**Indicator LaPAS PI Code:** 2147

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of highway-railgrade crossing fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Rail grade crossing is more commonly referred to as rail road tracks, but is specific to public crossings.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting. Additional data is available via the Federal Railroad Administration.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving rail grade crossings and compares it to the number of fatalities statewide.
8. **Scope:**
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.



**Program:** Louisiana Highway Safety Commission

**Objective: 12** Reduce the number of motorcarrier crashes (FARS Data) from 113 in 2002 to 107 by the end of fiscal year 2010.

**Indicator Name:** Reduction in fatal motorcarrier crashes

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Quantifies the rate of motorcarrier fatalities as it compares to all traffic fatalities.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** Motorcarrier is more commonly referred to as 18-Wheelers.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Data is published once per year by the LHSC and Louisiana State University. The data is approximately two years old upon reporting. Additional data available via the Federal Motorcarrier Administration.
7. **Calculation Methodology:** This is a standard calculation for NHTSA and is utilized by most states. The specific calculation uses the total number of fatalities involving motorcarriers and compares it to the number of fatalities statewide.
8. **Scope:** Disaggregated, can be assessed by region.
9. **Caveats:** Limitations exist in the delay and inaccuracy in reporting from individual law enforcement agencies.
10. **Responsible Person:** LHSC contracts with the LSU ISDS Department of collect and analyze traffic crash data.

**Program:** Louisiana Highway Safety Commission

**Objective: 13** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Number of law enforcement agencies submitting traffic crash data electronically

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Input; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
3. **Clarity:** None
4. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
5. **Data Source, Collection, and Reporting:** The LHSC statistician and LSU ISDS contractor will maintain a list of all agencies participating in the electronic submission of crash data.
6. **Calculation Methodology:** Add number of electronic submissions
7. **Scope:** Aggregated and can be assessed by region.
8. **Caveats:** None
9. **Responsible Person:** LHSC Statistician

**Program:** Louisiana Highway Safety Commission

**Objective: 13** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Number of complete fatal crash reports entered into FARS system

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Output; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** FARS is an acronym for the Fatal Analysis Reporting System.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of completed fatal crash reports entered into FARS.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC Statistician

**Program:** Louisiana Highway Safety Commission

**Objective: 13** Support a comprehensive Traffic Records Management Program.

**Indicator Name:** Reduction in time lapse between law enforcement electronic submission and LHSC reporting.

**Indicator LaPAS PI Code:** NEW

1. **Type and Level:** Outcome; Supporting
2. **Rationale:** Number of electronic submissions is a standard rate of comparison for FARS and is utilized by all states.
3. **Use:** In addition to the rate being a consistent measure of progress each year, the rate also provides the LHSC planner the ability to determine problem identification for future years.
4. **Clarity:** FARS is an acronym for the Fatal Analysis Reporting System.
5. **Validity, Reliability, and Accuracy:** The indicator has not been audited by the Office of the Legislative Auditor. The validity, reliability, and accuracy of the data is the responsibility of the most knowledgeable and experienced in highway safety issues, including LHSC staff, NHTSA Region staff, and NHTSA Administrators, who monitor and evaluate programs Nationwide.
6. **Data Source, Collection, and Reporting:** Internal LHSC
7. **Calculation Methodology:** Add number of completed fatal crash reports entered into FARS and evaluate the time lapse between LHSC reporting.
8. **Scope:** Aggregated and can be assessed by region.
9. **Caveats:** None
10. **Responsible Person:** LHSC Statistician

# **The Louisiana Highway Safety Commission**

## **Revision to the 2005-2010 Strategic Plan Review**

In response to the review conducted by the Office of Planning and Budget the LHSC recognizes deficiencies and has made necessary changes to the 2006-2010 Strategic Plan.

There were three objectives that did not meet SMART criteria. Two of the questionable objectives have been corrected and the third was integrated as a strategy within another Objective.

Additional changes have been made to more clearly define the Strategy Analysis Checklist.

### **STRATEGY ANALYSIS CHECKLIST**

#### **Analysis**

- X Cost/benefit analysis conducted (cost comparison to other NHTSA programs and other state programs throughout the South Central Region)
- X Financial or performance audit used (p. 18)
- X Benchmarking for best management practices used (NHTSA guidelines and goals used to develop Louisiana goals and programs)
- \_\_\_\_\_ Act 160 Reports used
- X Other analysis or evaluation tools used (p. 25)
- X Impact on other strategies considered (All strategies considered individually and as a whole for total program implementation)
- X Stakeholders identified and involved (p. 20)

#### **Authorization**

- X Authorization exists (p.16)
- \_\_\_\_\_ Authorization needed

#### **Organization Capacity**

- \_\_\_\_\_ Needed structural or procedural changes identified
- X Resource needs identified (p.25)
- \_\_\_\_\_ Strategies developed to implement needed changes or address resource needs
- X Responsibility assigned

#### **Time Frame**

- X Already ongoing
- X New, startup date estimated
- X Lifetime of strategy identified

#### **Fiscal Impact**

- X Impact on operating budget
- X Impact on capital outlay budget
- X Means of finance identified
- \_\_\_\_\_ Return on investment determined to be favorable